

SECTION 12. PARKING REGULATIONS*

*Cross references: Motor vehicles and traffic, ch. 58.

12.1. General requirements.

- A. All developments in all zoning districts should provide a sufficient number of parking and loading spaces to accommodate the vehicles of residents, customers or employees, as the case may be.
- B. Whenever possible, adequacy of parking facilities, such as the number of parking spaces, the dimensions and angles of same, etc., should be based upon actual, permitted use.
- C. Adequate parking arrangements should be designed so as to ensure the smooth flow of traffic on-site as well as off-site of the particular premise subject to the provisions of this section.

12.2. Standards for off-street parking.

- A. The minimum number of off-street vehicle parking spaces for a permitted use of property shall be as set forth in table 1 below.

TABLE 1. PARKING SPACES REQUIRED	
Use	Number of Parking Spaces
Residential:	
Single-family	2.0 per dwelling unit
Two-family (duplex)	2.0 per dwelling unit
Patio-cluster	2.0 per dwelling unit
Townhouse	2.0 per dwelling unit
Condominium	2.0 per dwelling unit
Multifamily	Per dwelling unit: Efficiency: 1.0 space
	1 bedroom: 1.5 spaces
	2 bedrooms: 2.0 spaces
	3 or more bedrooms: 2.5 spaces
Commercial lodgings:	
Hotel, motor hotel	0.9 per bedroom Plus
With meeting room/display area/ballroom	See General public assembly, below. Plus
With restaurant	See Restaurant, not in shopping centers, below.

Restaurant, not in shopping centers:			
Restaurant or cafeteria	8.0 per 1,000 square feet GFA		
Fast food with drive-in window	8.0 per 1,000 square feet GFA		
Takeout and delivery only	3.0 per 1,000 square feet GFA		
Nightclub or bar	15.0 per 1,000 square feet GFA		
Restaurant with bar	15.0 per 1,000 square feet GFA for the bar area, plus 8.0 per 1,000 square feet GFA for the remaining portion		
Offices, not in shopping centers:			
Office building, except as otherwise specified below	2.8 per 1,000 square feet GFA		
Medical, dental office or clinic	3.5 per 1,000 square feet GFA		
Bank or savings and loan	4.2 per 1,000 square feet GFA		
Drive-in bank or drive-in savings and loan	3.6 per 1,000 square feet GFA		
Shopping centers and similar multi-occupancy nonresidential developments:			
	Percentage of GFA of Restaurant, Entertainment, and or Cinema Use		
Overall Development Size	0% to 10%	More than 10% to 20%	Greater than 20%
Less than 30,000 square feet GFA	3.5 per 1,000 square feet GFA	3.8 per 1,000 square feet GFA	4.1 per 1,000 square feet GFA
Between 30,001 and 100,000 square feet GFA	3.75 per 1,000 square feet GFA	4.05 per 1,000 square feet GFA	4.35 per 1,000 square feet GFA
Between 100,001 and 400,000 square feet GFA	4.0 per 1,000 square feet GFA	4.3 per 1,000 square feet GFA	4.6 per 1,000 square feet GFA
400,001 and greater square feet GFA	4.25 per 1,000 square feet GFA	4.55 per 1,000 square feet GFA	4.85 per 1,000 square feet GFA
Retail, not in shopping centers:			
General retail goods	3.3 per 1,000 square feet GFA		
General retail services	2.4 per 1,000 square feet GFA		
Convenience store	2.0 per 1,000 square feet GFA, but no less than 4 spaces		
Auto repair	3.0 per service bay (service bays not included as parking)		

Gas station (service bays not included as parking):	
Full service	0.25 per gas pump (in addition to the spaces at the gas pump), plus 3.0 per service bay
Self-service	0.25 per gas pump (in addition to the spaces at the gas pump) Plus
With convenience store	See convenience store above.
Carwash, self-serve	1.0 per washing stall
Carwash, full-serve	2.0 per washing stall
Hard goods, including furniture, large appliances	1.5 per 1,000 square feet GFA
Hardware/paint/home improvement store	3.3 per 1,000 square feet GFA
Personal care services	2.0 per treatment station, but not less than 4.0 per 1,000 square feet GFA
Places of assembly, including educational, cultural, religious, recreational, civic, social, fraternal, and similar organizational facilities, not in shopping centers:	
Educational facilities:	
Child-care centers	1.0 per employee, considering the maximum working at any one time, plus 0.2 per child or fraction for which the facility is licensed
Elementary and secondary schools	1.25 per classroom, plus 0.25 per commuter student of driving age
College and university educational facilities	1.0 per faculty or staff, plus 0.25 per commuter student
Cultural, religious, recreational, civic, social, fraternal, and similar organizational facilities (libraries, museums, conference rooms):	
Auditorium, theater, stadium, recreational, religious house of worship, general public assembly	The least of the following (as applicable): 0.2 per seat in main assembly area; 0.2 per person multiplied by the maximum permitted occupancy; or 1.0 per player position plus 1.0 per employee, plus 0.2 per spectator seat
Health care:	
General hospital	1.5 per bed
Convalescent/nursing	0.25 per bed
Industrial:	
General	1.6 per 1,000 square feet GFA
Wholesale, storage or utility:	
General	0.25 per 1,000 square feet GFA for storage area, plus required spaces for office and other non-storage GFA, as specified in other categories in

	this table.
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GFA = Gross floor area

- B. After the total number of off-street parking spaces is calculated, any fractional number shall be rounded up to a whole parking space.
- C. The minimum number of parking spaces required shall be based upon the actual use of such building.

For shopping centers, only increases in the gross floor areas of certain uses, including restaurants, entertainment uses, and/or cinemas, will be the determinant for requiring additional parking, and shall be pursuant to table 1.

- D. The maximum total number of parking spaces provided within any one nonresidential development shall not exceed an amount equal to 120% of the minimum number of parking spaces required for such development.
- E. In cases where off-street parking is required and the proposed use is not listed in table 1, the director of planning may approve an off-street parking plan for such use based upon established professional planning design standards and the general requirements set forth in section 12.1 hereof. A reduction of up to twenty-five percent (25%) in the minimum number of parking spaces or an increase of up to twenty-five percent (25%) in the maximum number of parking spaces may be approved by the director of planning for any one (1) nonresidential development upon submittal of an off-street parking study that has been prepared by a registered engineer, certified planner, or a licensed architect and that supports such reduction or increase. Such studies shall address, at a minimum, the size and type of the proposed development, the composition of use or uses, the anticipated rate of parking turnover, the anticipated peak parking and traffic loads for all uses, and a shared parking analysis, if applicable.
- F. All off-street parking spaces shall be properly marked by line markings on the parking surface except for automotive services, such as gas stations, auto repair shops and carwashes.
- G. The location of required off-street parking within the right-of-way of a public street shall be prohibited.
- H. Adequate maneuvering space for vehicles to park is required.
- I. Maneuvering space for required parking shall not be located within the public the right-of-way of a public street except in single-family zoning districts.
- J. Drives and parking spaces must be hard-surfaced and dust free; except in instances where the adjacent street is unpaved, in which case the drives and parking spaces shall be hard-surfaced to city specifications within one year after

such adjacent street to which property has driveway access is paved. Provided, however, any unpaved drive or unpaved parking space existing on January 19, 1981, shall be considered a nonconforming structure subject to the provisions of section 16 hereof.

(Ord. No. O-08-38; 07-21-08.)

12.3. Shared off-street parking.

- A. Shared off-street parking facilities shall be provided for nonresidential developments as required by the City Subdivision Ordinance.
- B. Within and among nonresidential developments, where peak parking demand hours differ among different uses, it may be possible to reduce the total number of parking spaces required by allowing parking spaces to be shared among those uses as provided in this subsection.
- C. The minimum number of off-street parking spaces required when there is a shared parking arrangement among different uses within and among nonresidential developments shall be as set forth in this subsection. The following shared parking credit schedule and formula shall be used as a guide in determining shared parking demands:

	WEEKDAYS			WEEKENDS	
	Midnight– 9a.m.	9a.m.- 4p.m.	4p.m.- Midnight	9a.m.- 4p.m.	4p.m.- 9a.m.
USES					
Retail/Commercial	5%	50%	90%	100%	70%
Hotel	80%	80%	100%	80%	100%
Office/Industrial	5%	100%	10%	10%	5%
Restaurant	10%	50%	100%	50%	100%
Entertainment/Cinemas/Recreation	10%	40%	100%	80%	100%

Formula for calculating parking requirements using the above schedule:

- (1) Determine the minimum amount of parking required for each use in accordance with table 1 of Section 12.2 above;
- (2) Multiply each such amount by the corresponding percentage for each of the five (5) time periods above to arrive at the minimum number of parking spaces per use required in each of the time periods;
- (3) Calculate the total for all applicable uses and add the totals for each time period; and,

- (4) The highest value for all time periods represents the minimum number of spaces required for all uses.
- D. All shared parking arrangements must be reviewed and approved by the director of planning, and shall be justified by the submittal of a professionally prepared shared parking analysis that clearly demonstrates the feasibility of shared parking within developments and/or among developments. At a minimum, this study shall include an analysis utilizing the City's shared parking guidelines and the composition of the proposed tenants.
- E. Off-site shared parking arrangements for the purposes of fulfilling minimum parking requirements shall comply with the following additional standards:
 - 1. Off-site parking spaces shall be located no further than 600 feet from the main entrance of the building or uses they are intended to serve, measured along the shortest practical walking route.

This distance limitation may be waived if adequate van or shuttle service is operated among the off-site lot and the principal use or uses.
 - 2. Off-site parking arrangements shall be guaranteed by a legally binding agreement, duly executed and acknowledged, among all participating property owners, and submitted with the building permit or certificate of occupancy application. Cancellation of any agreements shall not exempt property owners from meeting minimum parking requirements.

(Ord. No. O-05-35; 07/18/05; O-05-56; 10/21/05)

12.4. Dimensions of off-street parking spaces and parking aisles.

The minimum dimensions of parking spaces and driving aisles shall be as set forth in this subsection except for handicapped spaces which are set forth in subsection 12.5 hereof.

- A. Minimum width of parking spaces.
 - 1. If spaces are separated by single painted line: Nine feet.
 - 2. If spaces are separated by double painted lines: 8.5 feet.
- B. Minimum length of parking spaces. Eighteen feet.
- C. Angle of parking. The angle of the parking space to the corridor of traffic in the parking aisle may be in one of the following degrees: 180 (i.e., parallel parking), 90, 75, 60, and 45.

- D. [Module width and aisle width.] Minimum parking module width and aisle width (i.e., the combined width of the driving aisle and the adjacent rows of parking spaces) shall be as follows:

FIGURE 1. DOUBLE ROW AND AISLE

Parking Angle (degrees)	Row Width (to nearest foot)	Aisle Width (to nearest foot)	Total Parking Module Width (to nearest foot)
180 (i.e., parallel)	9	10	28
90	18	25	61
75	19	22	60
60	19	15	53
45	17	12	46

FIGURE 2. SINGLE ROW AND AISLE

Parking Angle (degrees)	Row Width (to nearest foot)	Aisle Width (to nearest foot)	Total Parking Module Width (to nearest foot)
180 (i.e., parallel)	9	10	19
90	18	25	43
75	19	22	41
60	19	15	34
45	17	12	29

Figures 1 and 2, above, demonstrate how parking angle and module width shall be measured.

- E. Traffic flow.

1. With respect to double row parking, where one row of parking is at a different angle from the other row, the wider aisle width requirement shall apply.
2. Where parking spaces are at an angle of less than 90 degrees, the driving aisle traffic flow shall be one-way.
3. For parallel parking, traffic flow shall be two-way and shall have a cul-de-sac turnaround in the event an aisle has only one exitway.

12.5. Handicapped parking.

- A. General. The standards for accessible parking should meet or exceed those required for implementation of title III of the Americans with Disabilities Act. Where standards of this subsection conflict with the ADA implementation standards, the more strict standard will apply.
- B. Parking space standards. Parking spaces reserved for use by the handicapped shall be provided as follows for all uses other than single-family, duplex dwellings, townhouses and condominiums.
- C. Number of parking spaces. The number of handicapped parking spaces, including the minimum number of van accessible spaces, shall be as set forth below. However, van accessible spaces are not required if all accessible spaces comply with the universal handicap accessible space requirements set forth elsewhere in this section.

Total Parking Spaces	Total Required Number to be Reserved for Handicapped Including Van Accessible	Minimum Number of Accessible Spaces to be Van Accessible
Up to 25	1	1
26 to 50	2	
51 to 75	3	
76 to 100	4	
101 to 150	5	
151 to 200	6	
201 to 300	7	
301 to 400	8	
401 to 500	9	2
501 to 1,000	2% of total	1 of 8 HC spaces
Over 1,000	20 plus 1 for each 100 over 1,000	1 of 8 HC spaces

- D. Design standards. The design standards for handicapped passenger loading zones, curb ramps, islands, and signage shall be as required for implementation of title III of the Americans with Disabilities Act.
- E. Handicapped parking space dimensions. The minimum dimensions of handicapped parking spaces shall be as follows:

	Standard Accessible Spaces	Van Accessible Spaces	Universal Accessible Spaces
Minimum parking space width:			
Single Painted Line	9 ft. 0 in.	9 ft. 0 in.	12 ft. 0 in.
Double Painted Line	8 ft. 6 in.	8 ft. 6 in.	11 ft. 6 in.
Minimum Access Aisle Width:	5 ft. 0 in.	8 ft. 0 in.	5 ft. 0 in.
Minimum Length:	18 ft. 0 in.	18 ft. 0 in.	18 ft. 0 in.
Minimum Vertical Clearance:	6 ft. 8 in.	8 ft. 2 in.	8 ft. 2 in.

12.6. Loading facilities.

Adequate off-street parking facilities for the loading and unloading of merchandise and goods shall be provided and shall meet the general requirements set forth in subsection 12.1 above.

12.7. Change or expansion of use.

When the occupancy of any building or parcel, or portion of a building or parcel, is changed to another use, or the existing building or use is expanded, parking shall be provided to meet the standards of this section to the extent of the new use or expansion.

(Ord. No. O-92-43, §§ 1--3, 12-4-1992)